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SOURCE Avtomobil'naya Promyshlennost', No 5, 1949.

SEVERAL PLANTS BEGIN COOPERATIVE PRODUCTION OF TRUCKS, AUTOS,
BEARING OUTPUT TO INCREASE 35 - 40 PERCENT IN 1949

The managerial personnel of the Ministry of Automobile and Tractor Industry USSR held meetings 30 March and 1 April. S. A. Akopov, Minister of Automobile and Tractor Industry USSR, spoke on fulfillment of the 1949 plan. About 700 directors, designers, foremen, technologists and scientific-technical workers attended.

It was decided that the Ul'yanovsk Automobile Plant must start full-time production of GAZ-AA automobiles as early as the end of 1949, temporarily depending on the Gor'kiy Automobile Plant for motors and some parts. The plant must simultaneously push through completion of construction of corresponding shops in order to be able to undertake completely independent production.

For most effective utilization of their capacities, the Yaroslavl' and Minsk Plants will cooperate in producing heavy trucks. The Yaroslavl' Automobile Plant is to start production of Diesel motors and assembly of YaAZ-200 automobiles. The Minsk Plant must manufacture parts and chassis units, and assemble 5-ton dump trucks. The Dnepropetrovsk Plant will start manufacture of parts and chassis units, and early in 1950 will start assembling ZIZ-150 automobiles, depending on the Kntaisi Plant for motors. The Kntaisi Plant must organize production of these motors by that time.

The tractor plants must increase output of Diesel tractors. The Stalin-grad and Khar'kov Plants must convert to production of new tractors with TD-54 Diesel motors during 1949, making all possible use of the successful experience of the Moscow Plant in high-speed conversion to production of the new ZIS-150 motors. It is necessary to complete the number of gasoline tractors planned for the year ahead of time, and to convert to output of Diesel tractors in the fourth quarter of the year.

The bearing industry must increase output not less than 35 - 40 percent this year, and prepare itself to make further production increases in 1950.

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In 1949, work will be carried out for introduction of new-model engines. Heavy truck and specialized automobile models of the new 1948 types must be subjected to thorough tests before new series production is begun. Simultaneously, designs of 10- and 25-ton dump trucks and specialized automobiles of other types will be introduced, and mass production of the light convertibles, Pobeda and Moskvich, will be started. In addition, the production of truck loaders and closed, low-power automobiles of the Moskvich type will be started. New models of coach-type buses must be built and tested at the Moscow Automobile Plant and the Gor'kiy Plant.

The Khar'kov, Vladimir, Lipetsk, and Minsk tractor plants are scheduled to complete design of new types of tractors this year.

Individual defects still existing in automobiles and tractor production show inefficiency on the part of the designers in eliminating these defects.

Attention must be given to reduction of scrap consumption, especially in the casting houses. The 1949 scrap consumption should be 40 percent below that of 1948.

Planned labor-consumption still has not been exceeded on most items, but in some products the labor-consumption is higher than planned, as, for example, in manufacture of the Moskvich, the ZIS-150, and the ZIS-5 at the Ural'sk Automobile Plant, dump trucks at the Mytishchi Plant, and buses at the Gor'kiy Bus Plant.

It was decided to put into service more than 1,000 special combination machine tools in the enterprises of the Ministry in 1949. High-speed cutting, grinding, heating by high and industrial frequency currents in heat treatment and stamping, pressure casting, hot rolling of rings, new casting methods, and particularly precision casting, electric spark, and audio-mechanical methods of treatment and other processes must receive wide dissemination.

Labor consumption in auto manufacture is to be reduced as follows: GAZ-51 by 19.6 percent, M-20 by 29.2 percent, ZIS-150 by 26 percent, and Moskvich by 36.4 percent.

A resolution was adopted to make an accumulation of not less than 250 million rubles over and above the plan in 1949, and to decrease the amount of required working capital 156 million rubles.

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